

CHINA



MAIL.

Established February, 1848.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5060. 號五廿月九年九十七百八千一英 HONGKONG, THURSDAY, SEPTEMBER 25, 1879. 日十初月八年卯己 PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & CO., 30, Cornhill. GORDON & GOSCH, Ludgate Circus, E. C. BATES, HARDY & CO., 4, Old Jewry, E. C. SAMUEL DRACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE—LEON DE ROSNY, 10, Rue Monsieur, Paris.

NEW YORK—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BAW & BLACK, San Francisco.

SINGAPORE AND STRAITS—SAYLE & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA—Macao, Messrs A. A. DE MELO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, RICHARDS & Co. Foochow, HADEN & Co. Shanghai, LARK, CRAWFORD & Co. and KELLY & WALSH. Yokohama, LAKE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....\$5,000,000 Dollars.
RESERVE FUND,.....\$1,400,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—HOD. W. KESWICK.
E. R. BEILIOS, Esq. WILHELM REINHARD, Esq.
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
A. MÖLVER, Esq.

CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq.
Shanghai,.....EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 16, 1879.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT,
p. Manager.

Oriental Bank Corporation,
Hongkong, May 28, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP.....£3,200,000.
RESERVE FUND.....£300,000.

HEAD OFFICE—14, RUE EBRECHER, PARIS.

AGENCIES AND BRANCHES at:

LONDON, BOULBON, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHEW.

LONDON BANKERS:

THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOULLEMONT,
Manager, Shanghai.

Hongkong, May 20, 1879.

Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

CHARTERED MERCHANT BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "

H. H. NELSON,
Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL.....£200,000.
RESERVE FUND.....£150,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong

grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Notices of Firms.

NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER AND COMMISSION AGENT.

All GOODS intended for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.

Hongkong, July 1, 1879.

NOTICE.

FROM the 1st of OCTOBER, Dr EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1879.

Auctions.

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract, —

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

For Sale.

FOR SALE.

THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the GOLD MEDAL AT THE PARIS EXHIBITION. DRY VERZENAY MOUSSEUX: Quarts.....\$17 per Case of 1 doz. Pints.....\$18 " of 2 doz.

MEYER & Co., Agents.
Hongkong, August 21, 1879. 21680

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints. GIBB, LIVINGSTON & Co.
Hongkong, May 26, 1879.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in an Account of Business contributed during the Half-year ended 30th June, 1879, on or before September 30th, on which date the Accounts will be closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, September 3, 1879. 2630

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE 30th JUNE, 1879.

SHAREHOLDERS in the above COMPANY

are requested to furnish the Undersigned with a List of their CONTRIBUTIONS from the 1st January, 1878, to the 30th June, 1879, in Order that the Portion of the NET PROFITS to be reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st OCTOBER NEXT will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, August 2, 1879. 261

YANGTSE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND TO POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. on the NET PREMIUM CONTRIBUTED, payable at our OFFICE on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,
RUSSELL & Co.,
Agents.

Hongkong, May 5, 1879.

NOTICE.

THE Undersigned has been appointed AGENT for the SAN FRANCISCO BOARD OF UNDERWRITERS.

WILLIAM NOTT.
Hongkong, September 4, 1879. 264

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above COMPANY are requested to furnish the Undersigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the SIX MONTHS from January 1st to June 30th 1879; in Order that the DISTRIBUTION of the PORTION of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 24, 1879. 2631

NOTICE.

KEROSENE OIL Landed and Stored in FIRST-CLASS GODOWNS constructed expressly for the purpose.

For Terms, apply to RUSSELL & Co.

Hongkong, August 26, 1879. 2626

THE Undersigned have been appointed SOLE AGENTS for Hongkong and China for the Sale of their LEAD by the MACHENRIE MINING SOCIETY.

MEYER & Co.

Hongkong, June 27, 1879. 2627

Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 24th Sept. 1879.

DRILL for the WINTER MONTHS will Commence on WEDNESDAY EVENING, the 1st of October. Muster at the ORDERLY ROOM at 8.45 p.m. for Inspection Parade.

UNIFORM, White and Forage Cap, Rifle and Side Arms. A full attendance is particularly requested as arrangements for future Drills will then be made.

GENTLEMEN desirous of joining are requested to attend at the Orderly Room as above, to give their Names to the Commanding Officer.

A. COXON,
Captain-Commandant H. K. A. V.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

In the Matter of the Estate of WILLIAM PUSTAU, a Bankrupt.

NOTICE is hereby given, that a MEETING of the CREDITORS in the above Estate will be held before the Honorable CHARLES BUSHBY PRUNKE, Official Assignee, at the Registrar's OFFICE in the Supreme Court House, on WEDNESDAY, the 1st day of October next, at Eleven of the clock in the Forenoon, for the purpose of Considering the most advisable Steps to be taken for distributing the Assets of the Estate.

Dated the 17th day of September, 1879.

BRERETON & WOTTON,
Solicitors for the Official Assignee,
29 QUEEN'S ROAD.

NOTICE.

THE COMPANY'S STEAMSHIP

"AJAX," Captain R. E. SCALE, will be despatched on or about the 13th Proximo.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 20, 1879.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

The Steamship "OCHIANO," Captain J. METCALFE, will be despatched hence for LONDON via SUEZ CANAL on or about October 20th, 1879.

For Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road-Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, August 22, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANANIS," Command. DE LA MARCELLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 23, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTSE," Commandant "YANGTSE," will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 23, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTSE," Commandant "YANGTSE," will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 23, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTSE," Commandant "YANGTSE," will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 23, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTSE," Commandant "YANGTSE," will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 23, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTSE," Commandant "YANGTSE," will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 23, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTSE," Commandant "YANGTSE," will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 23, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTSE," Commandant "YANGTSE," will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 23, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTSE," Commandant "YANGTSE," will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 23, 1879.

Shipping.

Steamers.

FOR AMOY.

The Steamship "ESMERALDA," Capt. TALBOT, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, September 22, 1879.

FOR PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE.

For Sale.

MacEwen, FRICKEL & Co.,
13 QUEEN'S ROAD, AND 22 PRAYA,
Beg to direct special attention to their well
selected Stock of

WINES, SPIRITS, &c.

**CUTLER PALMER & Co.'s "CARTE
BLANCHE,"**
HEIDSICK & Co.'s MONOPOLE,
Pints and Quarts.

**DOLPHE COLLIN'S BOUZY
CABINET.**

**MUMM'S (JULES) CHAM-
PAGNE, Pints and Quarts.**

POMMERY

AND

RENO'S CHAMPAGNE.

**NEVEN'S (BODEN)
BOUZY, Pts. & Qts.**

EXTRA SEC, Quarts.

**CHARLES HEIDSICK'S WHITE SEAL,
Pints and Quarts.**

**VEUVE CLICQUOT PONSARDIN, Pints
and Quarts.**

**THEOPHILE ROBERTSON & Co.'s VER-
ZENAY MOUSSEUX, Pts. & Qts.**

KRUG'S CHAMPAGNE, Pints and Quarts.

MacEwen, FRICKEL & Co.

**CUTLER PALMER & Co.'s CHA-
TEAU MOUTON.**

LORMONT, Pints

AND Quarts.

RAUZAN (CHATEAU), Pints and Quarts.

HERMITAGE LUDON.

THIBCEUF (CHATEAU), Pints & Quarts.

**CHATEAU LAROSE (CURCIER AND
ADET'S) Pints and Quarts.**

CHATEAU LAITE, Pints & Quarts.

INES GRAVES, Pints and Quarts.

BREAKFAST CLARET, Pts. & Qts.

OLD INVALID CLARET.

ST. JULIEN, &c., &c.

BREAKFAST CLARET.

MacEwen, FRICKEL & Co.

**BURGANDY, HOOK, SHERRIES,
&c.**

Cham-

bertin, Chablis

(White), Liebfraumilch,

Hockheimer, Niersteiner,

Steinberger Cabinet, Rudesheimer

Berg, Koninla Victoria Berg, Cha-

teau Yquem, Grand vin, Haut Sauterne,

Marsala, Saccone's Pale Dry White

Seal Sherry, Yellow Seal Amou-

tilado Sherry, Outier Palmer

and Co.'s Sherry, In-

valid Port (1848),

Hunt's Port.

MacEwen, FRICKEL & Co.

**BRANDY, WHISKY, LIQUEURS,
&c.**

1, 2

and 3 star

HENNESSY'S

BRANDY, LA

GRAND MARQUE

BRANDY, CUTLER

PALMER & Co.'s BRANDY,

ROUYER, GUILLET & Co.'s

BRANDY, 1 to 4 stars, Finest

Old Bourbon WHISKY, highly

recommended, KINAHAN'S LL Irish

WHISKY, JAMESON'S Irish WHISKY,

Royal GLENDE WHISKY, AVH GIN,

SWAINE BOOED and Co.'s OLD TOM

GIN, LA GRANDE CHARTREUSE,

Green and Yellow; MARA-

CHINO DE ZARA, CURA-

CAO, Pints and Quarts;

ANGOSTURA,

BOKER'S and

ORANGE

BITTERS,

&c., &c.,

MacEwen, FRICKEL & Co.

ERATED WATERS.

SODA WATER,

LEMONADE,

TONIC WATER,

SARSAPARILLA,

Notices to Consignees.

NOTICE TO CONSIGNEES.

**AMERICAN SHIP TWILIGHT, FROM
NEW YORK.**

CONSIGNEES of Cargo by the above-
named Ship are requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take im-
mediate delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

**DOUGLAS LAPRAIK & Co.,
Agents.**

Hongkong, September 15, 1879.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.
No Fire Insurance has been effected.

Ex Peiho.

S..... 1 parcel Samples, from
M (in diamond) Shanghai.
Messrs Tata & Co., 1 parcel Tea Musters,
from Shanghai.

**G. DE CHAMPEAUX,
Agent.**

Hongkong, September 10, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debts contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

ALEXANDER YEATS, Canadian ship, Capt.
J. W. Dunham.—P. & O. S. N. Co.

TWILIGHT, American ship, Capt. W. C.
Watland.—Douglas, Lapraik & Co.

FRIEDRICH, German 3-m. schr., Captain
L. Petersen.—Wieler & Co.

KIRKLAND, British barque, Captain T.
Colledge.—Wieler & Co.

Wm. H. DEITZ, American barkentine,
Capt. Endicott.—Chong Woo.

To-day's Advertisements.

V. R.

GARRISON THEATRE.

By Kind Permission of COLONEL W. J.
STUART, Commanding Troops
in China and the Straits Settlements.

THE GARRISON DRAMATIC CLUB

Respectfully announces to the Garrison and
Public their intention of giving a
PERFORMANCE
IN THE ABOVE THEATRE,
ON

TUESDAY

—AND—

WEDNESDAY,

the 30th Sept. and 1st Oct., 1879.

THE PERFORMANCE
will commence each Evening with the
LAUGHABLE AND ENTERTAINING
FARCE in Two Acts, entitled

THE UNFINISHED GENTLEMAN.

To conclude each Evening with the
LITTLE EASTERN FARCEICAL EX-
TRAVAGANZA, entitled

THE PACHA OF PIMLICO.

By Kind Permission of LIEUT. COLONEL
GEDDES and OFFICERS, a Portion
of the BAND of the 27th INNSKIR-
LINGS will attend.

Prices of Admission:
First Seats.....One Dollar.
Second do.....50 Cents.
Third do.....25 "

Doors Open at.....8.30 p.m.
To Commence at.....9.00 "

PUNKAH.

"GOD SAVE THE QUEEN."
Hongkong, September 25, 1879. ocl

FOR SHANGHAI.

The Steamship
"YANGTSE,"
E. SCHULTZE, Master, will
be despatched for the above
Port TO-MORROW, the 26th instant, at
10 a.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, September 25, 1879. se26

FOR SHANGHAI (DIRECT).

The Steamship
"GLENBARN,"
Captain Gasson, shortly ex-
pected from SINGAPORE, will
be despatched for the above Port on or
about the 30th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 25, 1879.

FOR NEW YORK.

The 41 British Bark
"GLAMORGANSHIRE,"
ANGAR, Master, will load
here for the above Port, and
will have quick despatch.

For Freight, apply to
VOGEL & Co.,
Hongkong, September 25, 1879.

FOR HAMBURG.

The 41 German Bark
"HANS,"
LA MOULIER, Master, will load
here for the above Port, and
will have quick despatch.

For Freight, apply to
VOGEL & Co.,
Hongkong, September 25, 1879.

SHIPPING.

ARRIVALS.

Sept. 25, 1 p.m., *Hwai Yuen*, Chinese
steamer, 984, O. Wilson, Shanghai Sept. 21,
and Swatow 24, General.—O. M. S. N. Co.

DEPARTURES.

Sept. 25, *Namoa*, for Coast Ports.
25, *Spica*, for Bangkok.
25, *Chinkiang*, for Shanghai.

CLEARED.

Rosbud, for Whampoa.
Penodo, for Saigon.
Septima, for Swatow.
Conquest, for Hoihow.
Yangtze, for Shanghai.
Sourabaya Packet, for Canton.

PASSENGERS.

ARRIVED.

Per *Hwai Yuen*, from Shanghai, 80 Chi-
nese.

DEPARTED.

Per *Diamante*, for Manila, Messrs Wm.
Hare, John Hare, Deplace, Gautier, Mc-
Leod, and H. Roberts.

Per *Chinkiang*, for Shanghai, Mr. Tata.
Per *Hainan*, for Hoihow, 21 Chinese.
Per *Nishini Novgorod*, for Singapore, 20
Chinese.

SHIPPING REPORTS.

The Chinese steamer *Hwai Yuen* reports:
Fresh N.E. winds and rain throughout.

CARGO.

Per *Indus*, sailed 23rd September:—
For London: from Canton and Macao,
22,781 boxes and 813 half-chests Tea, con-
taining 169,888 lbs. Congon, 238,856 lbs.
Scented Capers, and 120,323 lbs. Scented
Orange Peel—total 524,072 lbs.; from
Canton, 195 bales Raw Silk, 42 cases Silk
Pieces Goods, and 111 bales Waste Silk;
from Amoy, 1,142 boxes and 1,300 half-
chests Tea (particulars unknown); from
Shanghai, 1,114 boxes, 8,519 half-chests
and 1,839 pkgs. Tea (particulars unknown);
696 bales Raw Silk, and 15 bales Waste
Silk; from Japan, 14 pkgs. Tea (particulars
unknown), 32 bales Raw Silk, and 14 bales
Waste Silk.—For Continent: from Canton,
98 bales Raw Silk; from Shanghai, 12 half-
chests Tea (particulars unknown), and 108
bales Raw Silk; from Japan, 12 bales Raw
Silk, and 15 bales Waste Silk.—For New
York: from Canton, 16 bales Raw Silk.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—
Per *Yangtze*, at 9.30 a.m. To-morrow,
the 26th inst.

For SWATOW.—
Per *Yokong*, at 5 p.m. To-morrow, the
26th inst.

For BANGKOK.—
Per *Dale*, at 5 p.m., on Friday, the 26th
inst.

For SAIGON.—
Per *Oranglands*, at 9 a.m., on Sunday,
the 28th inst.

For PORT DARWIN, COOKTOWN,
SYDNEY, MELBOURNE, &c.—
Per *Thales*, at 3.30 p.m., on Monday, the
29th inst., instead of the *Althol* pre-
viously notified.

For PORT DARWIN, COOKTOWN,
SYDNEY, MELBOURNE, &c.—
Per *Menmuir*, at 11.30 a.m., on Thurs-
day, the 9th October.

MAILS BY THE BRITISH PACKET.—
The French Contract Packet *Ironadilly*
will be despatched on TUESDAY,
the 30th instant, with Mails to and
through the United Kingdom and
Europe, via Naples; to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
India (via Madras), Australia, New
Zealand, Tasmania, Fiji, Aden, Sey-
chelles, Reunion, Mauritius, Suez,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *City of
Peking*, will be despatched on WED-
NESDAY, the 1st October, with Mails
for Japan, San Francisco, the United
States, Canada, Honolulu, Peru, &c.
which will be closed as follows:—

2.15 P.M.—Registry ceases.

2.30 P.M.—Post-Office closes, but Letters
(except for Non-Union Countries) may
be posted on board the Packet with
Late Fee of 18 cents extra Postage
until the time of departure.

Correspondence for Non-Union West Indies
(except the Bahamas and Hayti),
Monte Video, Paraguay, and Uruguay
cannot be sent by this route.

Hongkong, September 11, 1879. ocl

MAIL BY THE UNITED STATES PACKET.—
The United States Mail Packet *Gae*, will
be despatched on THURSDAY, the
18th Oct., with Mails for Japan, San
Francisco, the United States, Canada,
Honolulu, Peru, &c. which will be closed as
follows:—

2.15 P.M.—Registry ceases.

2.30 P.M.—Post-Office closes, but Letters
(except for Non-Union Countries) may
be posted on board the Packet with
Late Fee of 18 cents extra Postage
until the time of departure.

Correspondence for Non-Union West Indies
(except the Bahamas and Hayti),
Monte Video, Paraguay, and Uruguay
cannot be sent by this route.

Hongkong, Sept. 25, 1879. ocl

MEMOS. FOR TO-MORROW.

Shipping.

10 a.m.—*Yangtze* leaves for Shanghai.

General Memoranda.

MONDAY, September 29:—
4 p.m.—*Thales* leaves for Port Darwin,
Cooktown, &c.

TUESDAY, September 30:—
Noon.—French Mail leaves for Ports of
Call and Europe.

9 p.m.—Dramatic Performance at the
Garrison Theatre.

WEDNESDAY, October 1:—
11 a.m.—Meeting of William Pustau's
Creditors.

3 p.m.—American Mail leaves for Yokohama
and San Francisco.

8.45 p.m.—Volunteer Master.

9 p.m.—Dramatic Performance at the
Garrison Theatre.

THURSDAY, October 2:—
9 p.m.—Meeting of Zetland Lodge.

THURSDAY, October 9:—
Noon.—*Menmuir* leaves for Port Darwin,
&c.

SATURDAY, October 11:—
Noon.—English Mail leaves for Ports
of Call and Europe.

THURSDAY, October 16:—
3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
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OF
DRUGGISTS' SUNDRIES, NURSERY REQUI-
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Soda Water, Lemonade, Tonic Water,
Glucose, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

No. 1.—Vol. VIII.

—OF THE—
"CHINA REVIEW"

WILL BE READY TO-MORROW.

The publication of this issue commenced
at 7.45 p.m.

THE CHINA MAIL.

HONGKONG, THURSDAY, SEPT. 25, 1879.

WITHOUT pretending to pronounce upon
the correctness of the decision arrived at
by Mr Justice Francis in the case of
Ban Hop and another v. Lee Lum, it is
a most surprising fact that the disability
under which the New Opium Farmer is
now held to labour should not have been
discovered before. It is well known that
the holders of the Opium Monopoly in
this Colony have for many years exercised
the power of granting licenses to boil
and prepare the drug, and of imposing
whatever conditions they thought fit
upon the licensees, without submitting
such agreements to the Governor in
Council. It is equally well known that
further facilities and increased protection
to the Opium Farmer were provided
—or were supposed to be provided—by
the passing of the new Ordinance (1 of
1879), over and above the supposed
favourable provisions of the old Ordina-
nce (2 of 1858). But the ill-timed dis-
covery, by the Acting Puisne Judge, of this
legal flaw in the Farmer's licenses place
the present monopolist in a worse position
than his predecessor ever was. Anything
more unfortunate and undesirable than
this new difficulty could not well be con-
ceived, more especially under the exist-
ing unsatisfactory condition of the Opium
Revenue; and H. E. the Governor may
well come to the conclusion that the Fates
have combined to render nugatory his
well-meant endeavours to improve the
finances of the Colony. It has been
decided, it is true, to appeal to the
Full Court; but even were the judg-
ment of the lower Court to be reversed,
the trouble, annoyance and expense
thus given to the new Farmer will be
by no means insignificant. In the
meantime, the major difficulties against
which the new monopolist has to contend
—to which we drew attention a few
days ago—still exist, and are almost
certain to continue. In point of fact, as
recent events have but too well shown,
the monopoly of preparing the drug in
Hongkong is a thing which the Governor
in Council cannot command or control.
The consumption of opium in the Colony,
unlike that of Saigon or in the Straits
Settlements, is a mere flea-bite as com-
pared with the amount exported to other
places. Whatever may be said of the
Chinese population here, they are not
large consumers of the drug; they con-
fine their attention chiefly to native
tobacco and samshu. It therefore follows
that, in any endeavours to increase the
revenue from this source, care should be
taken to provide against this moveable
industry being transferred to more el-
ligible fields. Unfortunately this has not
been done, and the Colony must perma-
nently suffer; for, unless some means be
taken—we are altogether at a loss to
conceive what they can be, however—
to bring back this trade to the Colony, it is

to be feared that other branches of the
Californian and Australian trade may
follow that of opium. The shallowness
of the harbour of Macao is apparently
the only thing which now stands between
us and a terribly crippled revenue.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."
(Per E. E. A. & Co. Telegraph Co.'s Line.)

LONDON

Police Intelligence.

(Before the Hon. C. B. Plunket.)
Thursday, Sept. 25.

THE SALE AND PURCHASE OF A GIRL.

This was the case in which Chan Achi and Yeung Anan, were charged, the former with buying and the latter selling a girl aged eleven years, named Chan Acheung, on the 11th inst.; it was adjourned from yesterday, and has now been before the Police Court several times. The second prisoner is defended by Mr. Dennis. Inspector Thomson, who has charge of the case, instructed by Captain Deane, asked that the Interpreter who translated the statement made by the second prisoner should be examined by his Worship, as the Inspector's evidence would not be taken in the Supreme Court.

The Magistrate said he had taken as much from the Interpreter as he had thought fit. Li Hong Mi deposed to the accuracy of the translation of the deed, which was as follows:—

This deed of gift of a girl named Acheung 11 years, born on the 27th day of the third moon of the Ki Ki year at the mo hour, made by An Cheung and (his) wife, Wan Shi, natives of Pin Kung. In consequence of poverty and having no means of daily subsistence (we) husband and wife, willing to part with the said girl and having invited the nearest relatives to rear her up, who however would not accept the offer, and through the go-between Chan Shi, and Leung Shi (we) were introduced and (taken) to the house of one Yeung Sam, who promised to rear (the girl). The three parties have agreed that the sum of \$120 should be paid as ginger and wine money (compensation). The same day the gift of deed is made out and the money is fully paid to An Cheung and (his) wife in the presence of the go-between, and who received (the money) with their own hands for disbursement. The said girl is handed over to Yeung Sam for rearing, and this gift (is made) for ever. (Yeung Sam) is at liberty to change her surname in order to adopt her as (her) daughter or to use (her) as a servant. When (she) is of age (Yeung Sam) has also the liberty to betroth the said girl to any one. This is a public giving and receiving of the said girl. It is not an extortion nor decoying (her) from the family of other people. (The said girl) has never been betrothed to any one. If anything be found to the wrong in her antecedents An Cheung and the go-between shall be held responsible, but if have befall the girl each party will regard it as the will of Heaven; there shall be no claim whatever. In case the (girl) be found to be infected with leprosy it shall be returned to An Cheung; this is mutually agreed between the two parties and there shall be no dispute hereafter. For fear oral words will bear no evidence this deed of gift of the said girl is made out to be returned as proof thereof.

CHUN SHI
LEUNG SHI } Finger Marks.

This deed of gift of a girl is made by An Cheung (his) go-between finger mark and (his) wife Wan, 1st day of the 8th moon 5th year of Kwong Su.

First prisoner admitted the document as genuine.

Chan Aluk, the father of the child, was recalled and the deed of sale was shown him. After being warned three several times that the most serious consequences would happen to him if he did not tell the truth, he swore that he had never seen the deed before. The finger mark on it is not mine. The name written is not mine; it is incorrectly written. The second prisoner tells a lie when she says the child was with her from the 11th to the 17th. The child did not leave my house until the 16th.

Cross-examined by the first prisoner, he said that he did not take the child to that prisoner's house on the 10th or on the following day and ask her to sell it. I never saw you before to day. I never asked you for \$60.

The second prisoner said the witness was a liar and energetically cursed her as such. Wan Akee, the mother of the child, was recalled by the Court, and she was also specially warned to tell the truth, and was informed that she would have an opportunity of correcting any misstatement she had made. Witness should she had nothing to correct. She had never seen this deed before. The mark purporting to be hers was a forgery. (She was only shown the document after she had declared she could not read, because Mr. Dennis wanted to examine her with regard to her husband's real name.) The child was at home from the 11th to the 16th.

By Mr. Dennis:—The child was born 20th day 3rd moon, in the Tze hour, 12 midnight. She was not born in the Mo hour (4th). My husband's name is Chun May and his marriage name is Low, the child's name is Chan Aluk. I know nobody of the name of An Acheung. My husband tells fortunes by a tortoise-shell.

The child who is the subject of the prosecution, recalled, said she had never seen any paper connected with her sale, she had slept in the house of the second prisoner three nights. Asked why she had said or inferred in her first examination she stayed only one night, she said she had not done so. She was altogether three days and three nights with the second prisoner. I have heard my uncle called An Cheung. I have some relatives at Shek Lung, some of whom wished to adopt me. But they would not pay the amount of money that my father wanted. I do not know why my father wanted to sell me, but I know he is poor. During the time I stayed with second prisoner, she took me out to a shop to eat rice.

Mr. Dennis said the whole evidence was very contradictory, and he submitted that on the face of it the Magistrate could not commit the prisoner. The evidence of the father and mother was contradictory; that of the child herself flatly contradicted both. The whole key to the case lay on the fact that some two persons had personated the father and mother of the child.

The Magistrate said there had been a prima facie case made out; he would commit both the prisoners; he must either do that or discharge them, but the second prisoner he would admit to bail as before, \$100.

(Before the Hon. C. B. Plunket.)

HOW ON BOARD A STEAM LAUNCH.

Ho A-yau, steersman on board the steam launch *Kee Yung*, charged Kwok A-fook, engineer on board the *Nyan Yung*, Kwok A-say, engineer on board complainant's launch, and Kwok Se Chat and one of his sons, name not known (defendant can point him out) with assault. A row had taken

place between the complainant and second defendant as to the latter not obeying a telegram of the complainant's to go half-speed, and again when telegraphed to to stop only going half-speed. The engineer belonging to the other steam launch jumped on board and took his brother engineer's part; complainant had got a black eye. Second defendant was fined \$2, and all four defendants ordered to enter into a bond in \$20 to keep the peace.

DECOYING A CHILD.

Tang Atim was charged by Fong Akau with decoying away the child of the latter, a boy four years of age, named Fong Kong, with intent to deprive the father of the care of the child.

Both complainant and defendant are earth coolies; the prisoner has been subsisting on the complainant for some time and staying with him. The father of the child going away to his work leaves the child at home with the child to take care of it. He on the day in question took the child to a house, where there were a lot of women together and offered to sell him. One of the women had seen the child with his father once when he was begging, and she had given him rice. She asked him whether his father was not an earth coolie, who occasionally begged, and he saying so she sent a neighbour woman to tell his father; on this the man who offered the child ran off. The father was brought to the house by this woman, who was told to go and look for him. The prisoner was committed for trial.

Marine Court.

(Before H. G. Thomsett, Esq., R.N.)
Wednesday, Sept. 24.

REFUSAL OF DUTY.

Louis Julius Moreau, a seaman of the British ship, *Alexander Yeats*, was charged with refusal of duty on board his ship on 23rd inst.

James William Dunham, master of the *Alexander Yeats*, stated that the defendant, who is on the articles of the ship as a seaman, came to him and asked for his discharge, which he refused. Defendant then said he would do no more work on board the ship.

Defendant stated he wanted to leave the ship as he had been ill-used by the second mate. The master of the ship was recalled, and said that no complaint of ill-treatment, against the second mate had been made to him by any of the crew.

Defendant was ordered to return to his duty.

Thursday, Sept. 25.

A SECOND CHARGE.

Louis Julius Moreau, ordered by the Harbour Master yesterday to return to his duty, was to-day charged by the master with refusing to do any work on board of the ship.

James William Dunham, the master of the *Alexander Yeats*, said:—The defendant came on board yesterday, but refused to do any work.

Defendant said:—I did not refuse duty; I only want my discharge. I cannot remain in the ship while the second mate stops in her. The second mate has threatened me with a revolver, and has also struck me; the captain knew of it, and took no notice of the matter.

Frederick Nelson, a seaman of the *Alexander Yeats*, said he had seen the second mate and Moreau having a few words; the second mate put his hand on a belaying pin, but did nothing with it. On one occasion, when the second mate turned witness away from the wheel, he had a revolver in his hand, but made no threats about using it. Witness has never seen the second mate strike any one on board the ship.

Carlo Paul, a seaman of the *Alexander Yeats*, said that he once saw the second mate with a revolver in his hand; this was when he went aft to the wheel to relieve him. He once saw the second mate push the defendant, but never saw him strike any one.

Defendant was sent to gave for twelve weeks' with hard labor, at the order of the captain.

DRUNK ON BOARD.

Edward Farrell was charged by the master of the British barque *Homewood*, with being drunk and disorderly on board his ship on the 24th instant.

Albert Dingle, master of the *Homewood*, stated that defendant was very drunk and riotous on board the ship and had to be put in irons. He continued to make a disturbance and had to be handed over to the Police.

Defendant said he was very drunk and did not remember what took place at all. He was fined \$1, in default of payment, two days imprisonment.

CORRESPONDENCE.

THE MEMORIAL TO THE GOVERNMENT REGARDING THE APPOINTMENT OF A COLONIAL CHAPLAIN.

To the Editor of the "CHINA MAIL."

Sept. 24th.

Sir,—Though adverse to discussing matters ecclesiastical through the medium of the press, your columns on this occasion are probably the most desirable means of making public a suggestion on the above-mentioned matter.

The object of the above memorial is understood to be "the appointment of Bishop Burdon to be Colonial Chaplain" in order that his present anomalous position in regard to the Cathedral may be remedied. Any efforts to attain that object would be favoured by the great majority of residents here, but it appears to me that the means taken are open to improvement, as Bishop Burdon's appointment to the Colonial Chaplaincy would not be a permanent settlement of the question; for his subsequent resignation of the Chaplaincy, or his removal from the Colony, would reopen the whole subject. Grave doubt also cannot be felt by the supporters of the memorial that their action may be too late. The death of the late Chaplain was telegraphed home, and it is highly probable that a new appointment may have already been made; in which case the memorial is useless. As a definite settlement of the question at issue—and a settlement which even the fact of a Colonial Chaplain having already been appointed could not affect—I would strongly urge the passing of a short Ordinance to amend No. 8 of 1850, under which the former Lord Bishop of Victoria had control of the Cathedral.

The Attorney General will, I hope, not criticise too severely the efforts of an

amateur at Ordinance drafting. The Ordinance I suggest would be as follows:—

"An Ordinance proposed to amend No. 3 of 1850. Whereas various circumstances have arisen since the passing of the said Ordinance No. 8 of 1850, rendering it desirable that some of the provisions contained therein should be amended, Be it therefore enacted by His Excellency the Governor of Hongkong with the advice of the Legislative Council thereof, as follows:—

1. That the several powers vested in the Lord Bishop of Victoria by Sections 2, 3, and 6 of Ordinance 3 of 1850 are hereby vested in and transferred to the Bishop of the Church of England, consecrated under Royal Mandate, and exercising episcopal functions in this Colony under directions from the Lord Archbishop of Canterbury."

This short Ordinance would set at rest once and for ever the question of the present Bishop's position (and of his successor's) as regards the Cathedral; as Bishop Burdon (though he has no Royal Letters Patent) was consecrated a Bishop under Royal Mandate (see the *Hongkong Government Gazette*, 14th June, 1873), and ministers here under authority from the Archbishop of Canterbury.

I am, &c.

"LET EVERYTHING BE DONE DECENTLY AND IN ORDER."

To the Editor of the "CHINA MAIL."

Sept. 25th.

Sir,—In these days, when Spirit Farms are looming in the distance, allow me to suggest that a Dog Tax would considerably increase our revenue, and equally decrease the number of mangy curs that infest our streets. Another tax, on carriages, would be a good idea—especially for those who don't keep them. And a third impost, on private sedan chairs, would be a great source of revenue. I neither keep a dog, a chair, nor a carriage; so I am indifferent as to the result of my suggestion. In the event of action being taken, I think I shall import a

JINRIKSHA.

Manila.

(Translated from our Manila Exchange.)

The Customs collection for August last amounted to \$67,394.07, as against \$144,264.77 same time last year. The value of dutiable articles exported during the same period was \$830,264.

We learn that it is an accomplished fact that Messrs Olano y Larraga have sent for two more new steamers to run in these waters; they are of the class of the *Churrua* or *Gravina*, but perhaps more powerful and of larger capacity.

A slight shock of earthquake, of about 20 seconds' duration, was felt at Manila on the morning of the 6th inst.

A meeting of the Board of Health took place on the night of 13th inst., to consider the messages received from the Spanish representatives at Yokohama and Canton.

News from Pangasinan to the 2nd instant says that "a cargo of rice, which was shipped to Manila lately, has been stored here since April last: the price of rice in retail here is 22 reales per canvan. A shipment of rice received from Hongkong is being sold in retail with difficulty, and it is probable that the same will be re-exported."

The British barque *Oberon* was chartered at Manila for London, dry sugar at 32½ and hemp at 45/.

The *Comercio* of the 11th inst., has the following under the head of "Silver":—"The large amount of Spanish coins received at this place, are nearly all destined for the English Banks. There were despatched to-day from the Customs for the Chartered Bank \$100,000. This Bank is now to receive about one million dollars in these coins."

A correspondent in the *Diario* of the 16th inst., says:—"The paragraph, which under the heading of 'Silver' appeared in the *Comercio* of the 11th September, is alarming indeed, and must have attracted the attention of the Government, who always watch the interests of the people."

"I learn that some two millions of dollars in silver have found their way into this country since the commencement of this year, and that about three million dollars' worth in gold have been exported from this during the same period; this does not include the quantities which could have entered this country unnoticed, and the million dollars in silver which, according to the *Comercio*, are expected."

"All this tends to show that we are slowly changing our monetary metal from gold to silver. We are falling into precisely the same evil which most nations wish to avoid and have taken steps to stop, owing to the increasing depreciation of silver."

"It is useless to comment on the reason of its depreciation. I only wish to note that these exchanges are being done by a few to the general detriment."

"It is clear that if the dollar's value is less, less also can be bought with it, and in this way both the purchaser and the seller equally suffer because of it. The poor man with one dollar buys less rice; the labourers and the Government employees suffer the same discount; every \$100 they receive are only worth \$95."

"Here is an example: in China, for instance, with one dollar in silver, one is able to buy 100 lbs. of rice, and with the same amount in gold he can buy 105 lbs., while if the value of the gold is equal to that of the silver, no more rice can be bought with one dollar in gold than one dollar in silver; the same will be the case with all other articles of import, whether stores, clothes, or any class of manufacture."

THE HONGKONG AND SINGAPORE TRADE IN WOMEN & CHILDREN.
The following is from the *Strait Times* report of the Legislative Council proceedings of Sept. 17:—
Mr. GIFFILLAN.—Sir, I rise to put the question of which the Hon'ble the Colonial Secretary has been good enough to accept notice privately. It is well known that among the Chinese immigrants arriving from Hongkong by every steamer there is a considerable number of women. The great part of these women, I understand, go voluntarily or involuntarily, to swell the ranks of prostitution in the colony. There is also a considerable number of children. In respect to the children, I understand the means have been taken by the Government to afford them some protection. As to the occupations the women may choose to follow, so long as they keep within the limits of the law we have, I conceive, as a Council,

no concern whatever. But what does concern us is that the women should be left perfectly free—that no woman should be forced into this way of life unwillingly or against her will. But there is no doubt a good deal of kidnapping and compulsion going on, and this is what I would wish to see put a stop to. I fear I am trespassing in saying more than ought to be said in putting a question, but I thought a few words necessary to elucidate what was meant by my question, which is:—Whether anything can be done (pending the reply from the Secretary of State to the application to be allowed to establish Landing Depots for Chinese Immigrants) to secure some control over the traffic in women and children now carried on between Hongkong and Singapore.

The Colonial Secretary.—I am sure, Sir, that nothing can be done to secure further control over the class of female passengers that come here from China. I need not explain to the hon'ble member and the Council what has been actually done every time that a steamer arrives with female immigrants on board, but I may acquaint him, and the Council may like to know, what is done at the other end of the line, namely at Hongkong. Having had a good deal to do with the emigration of both male and female Chinese at Hongkong, I may acquaint the Council with the fact that very great care is taken by the Emigration Officer at Hongkong to give to every passenger the opportunity of protesting or of objecting to being sent out of the Colony at all.

Every passenger is passed by the Harbour-master, who is the Emigration officer at Hongkong, and by the Registrar-General, or officers of their departments. As regards women, every woman is brought separately before those two officials, and is very carefully questioned as to whether she knows where she is going, and what she is going to do at the place for which she is leaving. Care is also taken to ascertain as far as possible whether she is under any duress. The majority of the women give such accounts of themselves that it is impossible for the officials to prevent their coming down to this colony, although they may be satisfied that they are coming for prostitution, and many of them, of comparatively young age, are apparently in the charge of procurers. The women, after being questioned in the way I have indicated, are stamped upon the right or left arm, with a stamp of course not indelible, and allowed to proceed on board the ship. On board the ship there is another examination, by the medical officer who sees that they have this stamp, which ensures that they have passed through the Emigration Office, and the vessel proceeds on its voyage. On its arrival here it is boarded by the Protector of Chinese or by some officer of his department, who gives the passengers such protection as they need. And of those who represent that they have come down unwillingly, and claim protection, are returned to China. But several of those who ask for protection do not do so honestly. I have known cases where women have received large sums of money for the purpose of prostituting themselves, and after being in a brothel for some short time they have come and asked for protection, saying that they are kept there against their will. There is a Chinese expression designating such conduct which I need not repeat to the Council, but there are many such cases which have come under my own knowledge.

CHINA MERCHANTS' STEAM NAVIGATION COMPANY.

The following paragraphs are from the sixth Annual Report of the above Company, covering the period from the 1st of the 7th moon of the 4th year of Kwang Hsu to the end of the 6th moon of the 5th year (30th July, 1878, to 17th August, 1879):—

On the Yangtze line, trading to Chinkiang, Hankow, &c., the Company have four steamers—the *Kiang-kuan*, *Kiang-yung*, *Kiang-poo* and *Kiang-pian*; between Ichang and Hankow, only one—the *Kiang-ping*. On the Shanghai and Ningpo line, the *Kiang-teen*, while the *Kiang-ching* and *Kiang-tung* are stationed on the Hwang-poo river, for use in case of need; in all eight river going steamers. As to the sea-going fleet, the *Pau-tah*, *Fung-shan*, *Han-kwang*, *Chin-tung*, *Hue-ling*, and *Hue-shin* work the northern line. The *Fung-ning* runs to Wenchow, the *Hae-an* to Foochow, the *Ho-chang* to Swatow and Amoy, the *Fu-yue* and *Huei-yuen* to Canton, the *Tung-tung* between Canton and Macao, the *Mei-li* between the ports and Hongkong, while the *Lo-hong* is used for transshipping cargo at Taku and Tientsin. The *Yung-ching*, *Lee-yuen*, and *Yeh-sin* are employed in spring and summer in the grain transport service; in the autumn and winter seasons they assist in the Canton and Fukien trade in the south. The *Hae-shin* and *Tu-yue* are kept stationed on the Hwang-poo river for use in case of emergency. Altogether the Company owns nineteen sea-going steamers. Of the two river steamers, the *Kiang-hui* and *Kiang-yue*, the machinery and boilers have been retained to be used in new steamers, but their hulls have been sold. The machinery and boilers have been taken out of the *Chin-ai*, and her hull converted into a receiving hulk. The *Pau-tung*, which was purchased jointly by the Company and Messrs Butterfield and Swire, still remains on the Hwang-poo.

As to the river trade, the Company made an agreement with Messrs. Butterfield and Swire, while an arrangement has been come to with Messrs. Jardine, Matheson & Co. on the Tientsin and Foochow lines. In the Kuangtung trade they are intimately connected with Messrs. Siemssen and Company. During the period under review the trade on the several lines may, on the whole, be considered prosperous. As to the grain transport, the Company received instructions from the High Authorities of Kiangsu and Chinkiang to undertake the conveyance of 480,000 piculs; and again orders were received from the Governors of Hupoh and Kiangsu to transport 90,000 piculs, all of which was duly completed in the 6th moon. Speaking of the general aspect of the trade, the freights earned, &c., a general estimate of the entire year's trade shows that it does not equal that of the spring of last year. The reason lies in the increased competition on the part of other steamers on the various lines. Fortunately, the Company has been able to rely on the custom extended to it by the various classes of its mercantile clients which has been larger than in the previous year. A further help has been the comparative cheapness of coal from which the Company have derived some advantage. To this is to be added the fact that the Company has been working on an economical scale in accordance with the new regulations adopted in the first moon of the present year (January, 1879), so that the surplus profit is double of that of last year.

The Tsung Mou dockyard works have been abandoned. On the reorganization of the Company's affairs at the beginning of the present year, the machinery and material of the dockyard were disposed of at the original cost, and the premises were let. The repairs of the ships were given by contract to foreign dockyards, and it is found that a saving has been effected for the last half year compared with what it cost the Company to repair its own fleet. The expenses of ordinary repairs have been deducted from the freight account; but in the case of the *Huei-yuen*, *Yeh-sin*, *Kiang-pian*, and *Kiang-ching*, whose machinery and boilers have been entirely replaced, and whose whole appearance has been altered, the cost of repairs has been added to the value of ships. The machinery of the *Ching-yang* is of an old type; her boiler is nine years old. It is therefore proposed to refit her with machinery of a new type, and a new boiler, by means of which a saving of 4½%, will be effected on her present consumption of coal and her carrying capacity increased by 100 tons.

The Company pursues the course of insuring its own ships, for which purpose a monthly deduction is made in freight. Last year this fund amounted to something over 72,000 Taels. On the present occasion the amount so laid aside amounts to more than 252,000 Taels, to which is to be added a sum more than 24,000 Taels of a balance remaining over from the working expenses of the company. Deduct Tls. 200,000 as the value of the *Kiang-chang* and over Tls. 33,000 for the loss of the *Yi-tun*, receiving hulk, besides Tls. 17,000 for damages by collision and unexpected repairs, and there still remains a balance of Tls. 97,000 as an Insurance Fund. It behoves that this sum be kept in reserve to meet unexpected contingencies.

On last occasion there were 31 steamers valued at Tls. 2,828,000. On the present occasion a sum of Tls. 155,000 must be added to the value of the four steamers—the *Huei-yuen*, *Yeh-sin*, *Kiang-pian* and *Kiang-ching*. Writing off the value of the *Kiang-hui* and *Kiang-yuen*, the 29 steamers represent an actual value of more than Tls. 2,560,000. This reduction in the value of the steamers, amounting to Tls. 300,000 odd, is noted in the detailed statement.

Last year the shares subscribed amounted to Tls. 751,000. Since the reorganization of the company at the beginning of the present year an additional amount of Tls. 49,600 has been subscribed. It is intended to raise Tls. 100,000, or more still, to raise the total to an even sum of Tls. 1,000,000, after which no more will be raised.

As regards the item of house rent it is to be explained that since the new regulations came into operation the directors take the management of this item by contract. The several managers pay interest of five, six, or seven per cent on the value of such property belonging to the Company, which is estimated at Tls. 1,080,000.

As regards the money due to Messrs Russell & Co., which last year amounted to 460,000 Tls., it has now been reduced to Tls. 260,000, and by paying quarterly instalments of 50,000 Taels it will be all cleared off by winter next year.

Last year the sundry deposits amounted to over Tls. 1,472,000, which gave rise to much public comment; now they have been reduced to 620,000 odd Taels, which would seem to show evidence of rapid prosperity.

After deducting the expenses of our fleet, establishments, &c., there is a gross profit of Tls. 760,000. Deduct Taels 230,000 as interest for borrowed capital, Tls. 7,000 as a dividend of 10 per cent on the shares, and Tls. 420,000 odd for depreciation of ships, &c., and there still remains a credit balance of Tls. 21,000 to be carried to next account. The dividend will be paid on the 15th of October, when shareholders are expected to attend with the necessary documents, either at the Head Office, or at the Branch Offices. It only remains to be added that in consequence of the badness of business last year, a dividend of only 5 per cent was declared which gave rise to much remark. On the present occasion, however, seeing that there is a surplus, a dividend of 10 per cent is declared.

THE CHINESE GUNBOATS.

The *Times* of August 13th, says of the gunboat fleet ordered by China, of which four have arrived on the coast and the remaining four are en route for China: Each of the six warships is capable of penetrating the armor of the *Inflectible* without being liable, from the extreme littleness and end-on position in time of action, to run much risk of being hit in return. Each has a displacement of 400 tons; speed, nine knots an hour; draught, eight feet, with 27½ and 83-ton guns, worked by hydraulic power. The *Times* asserts that the power and range of these guns are enormous. They have a superiority of penetrative power of 25 per cent. over the guns of the *Dreadnaught*, the most formidable of English warships, the gunboats are named after the first letters of the Greek alphabet.

The *Commercial Bulletin* says:—It is tolerably certain that the Chinese will speedily find business for these vessels in settling the long outstanding account they have had with Japan. It thinks they may also try conclusions with Russia, whose hostile disposition on the western frontier is becoming more and more pronounced, and which lies crouching like a lion in the neighbourhood of Saghalien.

The *Tribune* says:—This Greek letter series is destined to revolutionize naval architecture. The days of heavy armored iron-clads have gone by, and torpedo warfare and light draught craft with heavy guns, will be the main elements of coast defence in the future. A striking proof of this tendency is afforded by a new departure of the Government. The Admiralty have decided to build thirteen gunboats in place of five heavy monitors which had been planned in 1873 and 1874, and furthermore to abandon the construction of two ironclad floating batteries, and to provide each warship with a small fleet of light torpedo boats.

MR. FUJIBA'S REPLY.

To a few Remarks delivered by H. E. the Taisho of Hongkong at the Opening of the Kioto Otani Railway Extension.
Mr. Fujiba said it afforded him great pleasure to gaze on the benign countenance of His Excellency. The brandy-sake produced by his honourable firm was without doubt the best in the world, and he hoped H. E. had been enabled to carry out the scheme he had in view in coming to this country—namely, to arrange with the Japanese Government for the introduction into Japan of an industry which was likely to assume gigantic proportions; he referred to the manufacture of Battle-axe Brandy. He had been in the habit of drinking 8-star for many years, and he thought there could be

no comparison between it and *sake*, as a man could get intoxicated on it in less than one-tenth of the time that was needed to get drunk on *sake*; and time was money, as every person acquainted with the mere rudiments of political economy was aware. He himself drank 8-star, but he had heard that H. E. (ever progressive) had introduced 4-star, and he knew people who had seen quite a large number of stars. If the Japanese Government could only be induced to pass a law making it compulsory on the people to drink brandy instead of *sake*, the saving of time—and consequently of money—that would be effected would be so great that he felt sure the national debt might be paid off in a much shorter space of time than was contemplated by Mr. Okuma. He had heard that the Emperor had made H. E. a present of a suit of armour and a sword—this, without doubt, was a delicate reference to H. E.'s crest, the battle-axe. He had read in a recent number of the *Hogo News*, that at H. E.'s distillery in Hongkong no less a quantity than 16,884,000 gallons of spirits were made yearly, the value of which was \$9,236,450. Reading this, he could well understand how the trade of the colony could reach such an enormous amount as \$500,000,000 yearly; especially if they took into consideration the opium trade, which he thought might be introduced into Japan with great benefit to the public revenue. Hongkong gin was an article everywhere famous for its quality and cheapness, and if the people of Japan would only go in for its manufacture, it might be exported even to Holland, where, he understood, the consumption of gin was considerable. He had intended addressing H. E. at some length, but as he would like what he had to say to receive H. E.'s careful consideration, he had jotted down his ideas on paper, and would now take the liberty of handing them to him.

Here a couple of coolies entered, bearing a manuscript book in thirty-four volumes, which H. E. promised to peruse when he had leisure.—*Hogo News Special Correspondent.*

Quotations.

HONGKONG, September 25.

OPIMUM.—*N. Patna*, cash, \$532½
" *Old*, cash, —
" *New Benares*, cash, 517½
" *Old*, cash, —
" *New Malwa*, cash, 720
" *Allowance*, Tael, —
" *Old Malwa*, credit, 780
" *Allowance*, Tael, —

Exchange.

Bank, Wire, ... 3/7½
" Demand, ... 3/8
" 30 days' sight, ... 3/8½
" 4 months' sight, ... 3/8
Credits, 4 ... 3/8½
Documentary, 4 months' sight, 3/8½
India, Wire, ... 220 noml.
" demand, ... 221
Shanghai, demand, ... 72½
" 30 days' sight, ... 73½
Gold Leaf, 80½ fine ... 27.65
Sovereigns, ... 5.38

Shares.

Hongkong Bank, 60% prem.
Union Ins. Society of Canton, \$1,300
China Traders' Ins. Co., \$1,350
North China Ins. Co., Tls. 1,250
Yantai Ins. Assoc., Tls. 725
Chinese Insurance Co., \$300
H. K. Fire Ins. Co., \$780
China Fire Ins. Co., \$190
H. K. & W. Dock Co., 16% prem.
H. K. C. & M. S.-boat Co., \$11 prem.

To Let.
STORAGE.
GOODS RECEIVED ON STORAGE in GODOWNS in PEDDAR'S WHARF BUILDINGS, at Moderate Terms.
Apply to
G. R. LAMBERT.
Hongkong, August 9, 1879.

TO LET.
A FIRST-CLASS GODOWN on the Praya.
Apply to
VOGEL & Co.
Hongkong, July 28, 1879.

TO LET.
ON MARINE LOT No. 65, FIRST-CLASS GRANITE GODOWNS.
Apply to
MEYER & Co.
Hongkong, July 25, 1879.

"ROSE VILLAS"—FURNISHED OR UNFURNISHED,
BONHAM ROAD,
WITH Large TENNIS LAWN.
Apply to
SHARP & DANBY,
No. 6, Queen's Road Central,
late Messrs E. D. SASSOON & Co.
Hongkong, May 10, 1879.

TO LET.
HOUSE No. 7, PEDDAR'S HILL.
DAVID SASSOON, SONS & Co.
Hongkong, April 29, 1879.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON TUESDAY, the 30th September, 1879, at Noon, the Company's S. S. *IRAOUADY*, Commandant MAGE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th September, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, September 17, 1879. sc30



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
VIA BOMBAY.
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
KHIVA, Captain G. LEE, will leave this
on SATURDAY, the 11th October, at
Noon.

Tea and General Cargo for London will
be conveyed via Bombay without tranship-
ment, arriving one week later than by the
direct route. Silk and Valuables will be
transferred to the Calcutta steamer at
Galle.

For further Particulars, apply to
A. MEYER, Superintendent.
Hongkong, September 24, 1879. ocl1

**Occidental & Oriental Steam
Ship Company.**

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. *GALICIA* will be despatched
for San Francisco via Yokohama,
on THURSDAY, October 16th, 1879, at
3 p.m., taking Cargo and Passengers for
Japan, the United States, Mexico, Central
and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 15th October. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
on Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
H. M. BLANCHARD,
Acting Agent.
Hongkong, September 12, 1879. ocl6

Mails.
U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
PEKING* will be despatched for San
Francisco, via Yokohama, on WEDNES-
DAY, the 1st October, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

A REDUCTION is made on RETURN
PASSAGE TICKETS.
Freight will be received on board until 4
p.m., the 30th September. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, September 8, 1879. ocl

Intimations.
NOTICE.

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.
ARNHOLD, KARBERG & Co.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, Sept. 3, 1879. 3sc80

FREDERIC ALGAR,
COLONIAL, NEWSPAPER & COMMIS-
SION AGENT,
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LONDON.

THE Colonial Press supplied with News-
papers, Books, Types, Ink, Presses,
Papers, Correspondents' Letters; and any
European Goods on London terms.

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Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

NEWS FOR HOME.

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(The oldest Overland Paper in China.)

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IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
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THIS Mail Summary is compiled from the
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English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those Countries.

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China Mail.

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8vo., pp. 404.—By ERNEST JOHN EITEL,
Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS
AND A HALF per Part.

To be had from MESSRS LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
Kelly & Walsh, Shanghai.
Hongkong, March 1, 1878.

Insurances.

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

INSURANCES granted on MARINE
RISKS to all parts of the World.
MEYER & Co., Agents.
Hongkong, June 3, 1879. 3jn80

SCOTTISH IMPERIAL INSURANCE
COMPANY.
FIRE AND LIFE.

INSURANCES against FIRE granted at
Current Rates. Considerable Reduction
in Premium for LIFE Insurance in
China.
MEYER & Co., Agents.
Hongkong, June 2, 1879. 2jn80

Insurances.
CHINESE INSURANCE COMPANY,
(LIMITED.)
NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the nett amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, December 9, 1878.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.
ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund upwards of £ 120,000
Annual Income £ 250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.
HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.
GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saidon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOCHES & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Atholl	4	Thomson	Brit. str.	922	Sept. 10	Geo. R. Stevens & Co.		
Bombay	2	h.	Brit. str.	749	Feb. 12	Kwok Acheong		
City of Peking	5	h.	Amer. str.	5079	Sept. 2	P. M. S. S. Co.	Y'hama & San Felsco	Mails, 1st pr
Conquest	5	h.	Brit. str.	318	Sept. 22	P. M. S. S. Co.	Holbow	23th last
Craglands	5	h.	Brit. str.	709	Sept. 15	Russell & Co.	Saigon	27th daylight
Dale	2	h.	Brit. str.	641	Sept. 17	Yuen Fat Hong	Bangkok	Tug Flying
Fame	5	h.	Brit. str.	117	Sept. 11	B. K. & W'poo Dock Co.	Canton	16th prox.
Gaelic	5	h.	Brit. str.	1712	Sept. 24	O. & O. S. S. Co.	Y'hama & S. Felsco	Co'stan Doc
Hwai Yuen	4	h.	Chl. str.	984	Sept. 25	O. M. S. N. Co.	Saigon	To-morrow
Norna	5	h.	Brit. str.	606	May 31	Kwok Acheong		
Penedo	5	h.	Brit. str.	652	Sept. 19	Melchers & Co.		
Sea Gull	8	h.	Amer. str.	48	Mar. 24	China Traders' Insurance Co.	Swatow and Amoy	To-day
Septima	2	h.	Ger. str.	934	Sept. 23	Chinese		
Sunda	2	h.	Brit. str.	1029	Sept. 24	P. & O. S. N. Co.	Australian Ports	29th inst.
Thales	2	h.	Brit. str.	820	Sept. 19	Geo. R. Stevens & Co.	Shanghai	To-morrow
Yangtze	3	h.	Brit. str.	782	Sept. 19	Stevens & Co.	Swatow	27th daylight
Yotung	2	h.	Brit. str.	286	Sept. 24	Kwok Acheong		
Sailing Vessels								
Adelaide Norris	4	h.	Amer. bge.	719	Aug. 11	Vogel & Co.	New York	
Adolph	4	h.	Ger. bge.	867	Sept. 18	Wieler & Co.	Hamburg	P. & O. Wha
Agnes Muir	4	h.	Brit. sh.	861	July 20	Meyer & Co.	San Francisco	
Alexander Yeats	4	h.	Canad. sh.	1598	Sept. 8	Russell & Co.	Hlogo	
Alva	4	h.	Port. sh.	632	Aug. 31	Brandao & Co.	San Francisco	
Antioch	3	h.	Ger. bge.	408	Aug. 26	Stemmen & Co.		
Bna Pan	2	h.	Amer. bge.	649	Aug. 7	Vogel & Co.		
Chateaubriand	2	h.	Slam. sh.	575	Aug. 31	Yuen Fat Hong		
Chocola	4	h.	Brit. bge.	397	Sept. 21	Carlowitz & Co.		For Sale
Ebenzer	4	h.	Brit. bge.	319	July 21	Adamson, Bell & Co.	Tientsin	
Edward Barrow	8	h.	Brit. bge.	568	June 26	Vogel & Co.	Hamburg	
Exeelsior	8	h.	Amer. bge.	1083	Aug. 24	Russell & Co.	New York	
Fred. P. Litchfield	4	h.	Amer. bge.	294	July 11	Russell & Co.		
Friedrich	7	h.	Ger. bge.	457	Sept. 14	Wieler & Co.		
Glamorganshire	7	h.	Brit. bge.	457	Sept. 22	Stemmen & Co.		
Gustav	4	h.	Ger. bge.	656	Sept. 22	Stemmen & Co.	Cape Town	
Gylding	5	h.	Ger. bge.	240	Sept. 12	Stemmen & Co.	Hamburg	
Hans	3	h.	Ger. bge.	310	Sept. 11	Wieler & Co.	Foochow and Cape	
Hermann	4	h.	Ger. bge.	444	Aug. 7	Wieler & Co.		
Hermine	8	h.	Swed. bge.	289	Sept. 22	Jardine, Matheson & Co.		
Highlander	4	h.	Amer. sh.	1352	June 10	Vogel & Co.		
Holmwood	4	h.	Brit. bge.	1124	Sept. 28	P. & O. S. N. Co.	New York	P. & O. Wha
J. A. Borland	4	h.	Amer. bge.	670	July 11	Vogel & Co.		
Jacobine	4	h.	Ger. bge.	417	Sept. 11	Stemmen & Co.		
Johann Smidt	5	h.	Ger. bge.	443	Sept. 24	Melchers & Co.		
John Potts	7	h.	Brit. bge.	374	Aug. 26	Butterfield & Swire	Sydney	
Jules Dufaire	4	h.	Rusa. bge.	434	Aug. 20	Tan Keng Ho	London	
Kalsja	4	h.	Rusa. bge.	690	Aug. 18	Vogel & Co.		
Kirkland	4	h.	Brit. bge.	453	Sept. 21	Wieler & Co.	London	
Loti	3	h.	Brit. bge.	472	Sept. 12	Arnold, Karberg & Co.	London	
Monte Rosa	4	h.	Amer. sh.	1313	June 16	Vogel & Co.	New York	
Orange Grove	7	h.	Brit. bge.	385	Sept. 10	Russell & Co.	Australia	
Paalg	4	h.	Span. sh.	216	Sept. 16	Dunn, Malby & Co.		
Princess Saraphi	3	h.	Slam. sh.	454	Sept. 22	Carlowitz & Co.		
Rosebud	3	h.	Brit. bge.	340	Sept. 22	Carlowitz & Co.		
Sourabaya Packet	2	h.	Dutch bge.	462	Sept. 29	Ednard Schellhaas & Co.	Whampoa	Cleared
Star of China	2	h.	Brit. sh.	794	Aug. 20	Douglas LaPrall & Co.	London	
Sumatra	3	h.	Amer. sh.	1090	Sept. 5	Russell & Co.		
Ta Hongkong	2	h.	Brit. sh.	635	Sept. 21	Chinese		
Toowoomba	7	h.	Brit. bge.	585	Aug. 28	Vogel & Co.	London	
Triton	4	h.	Ger. bge.	558	Aug. 21	Vogel & Co.	Hamburg	
Twilight	8	h.	Amer. sh.	1803	Sept. 14	Douglas LaPrall & Co.		
Werra	5	h.	Ger. bge.	932	Aug. 31	Melchers & Co.		
Wm. H. Deitz	2	h.	Amer. bge.	487	Sept. 21	Chong Woo		
Young Slam	3	h.	Slam. sh.	701	Sept. 6	Order		

Men-of-war in Hongkong Harbour.</